

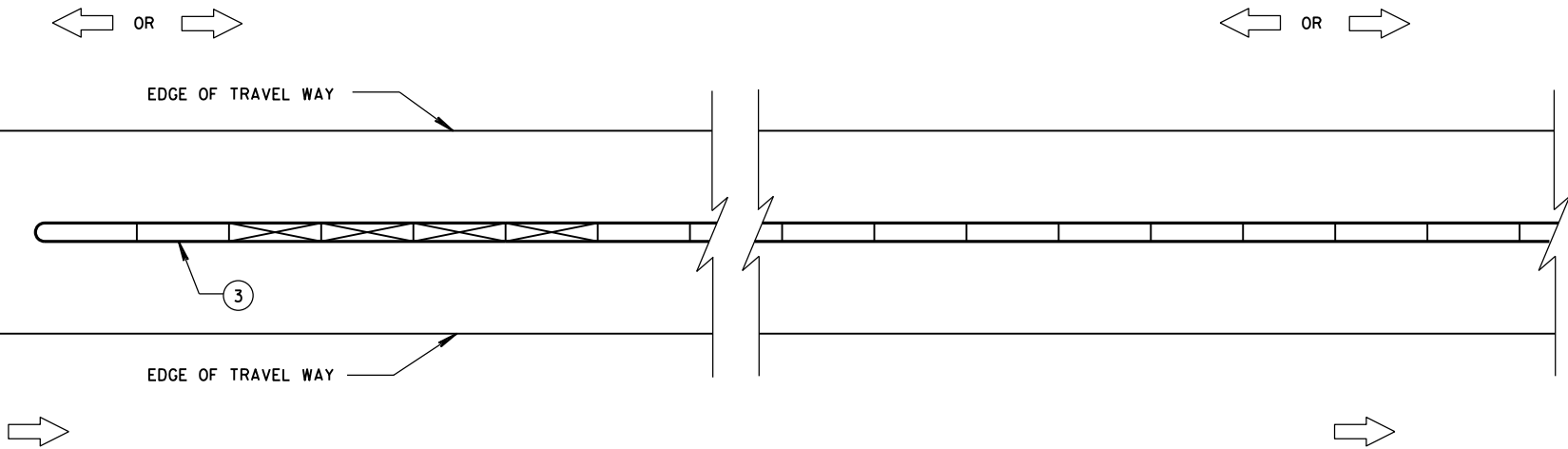
DIMENSION A TABLE ^②

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE ^②

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER
INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER
INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

DIRECTION OF TRAVEL	
CRASH CUSHION OR SAND BARREL ARRAY	
SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS	
SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS	
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER	
PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET	
FREE STANDING TEMPORARY BARRIER	

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

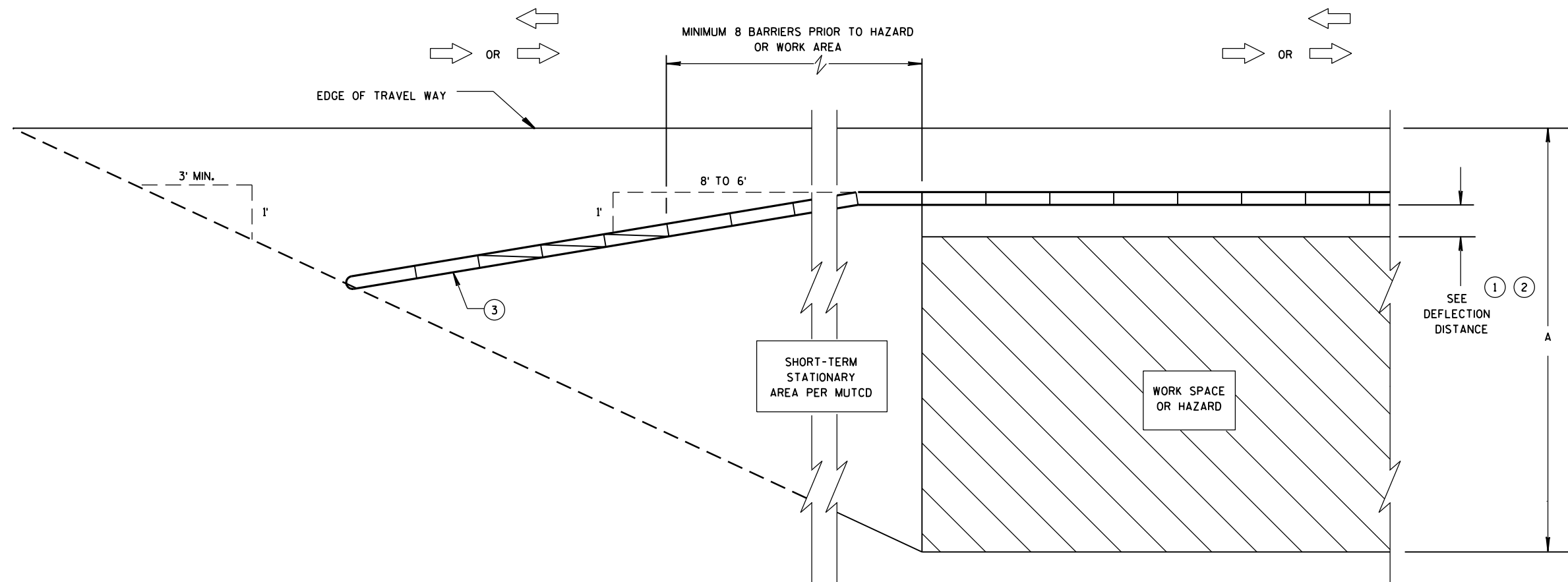
- ① FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.
- ② VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.
- ③ ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

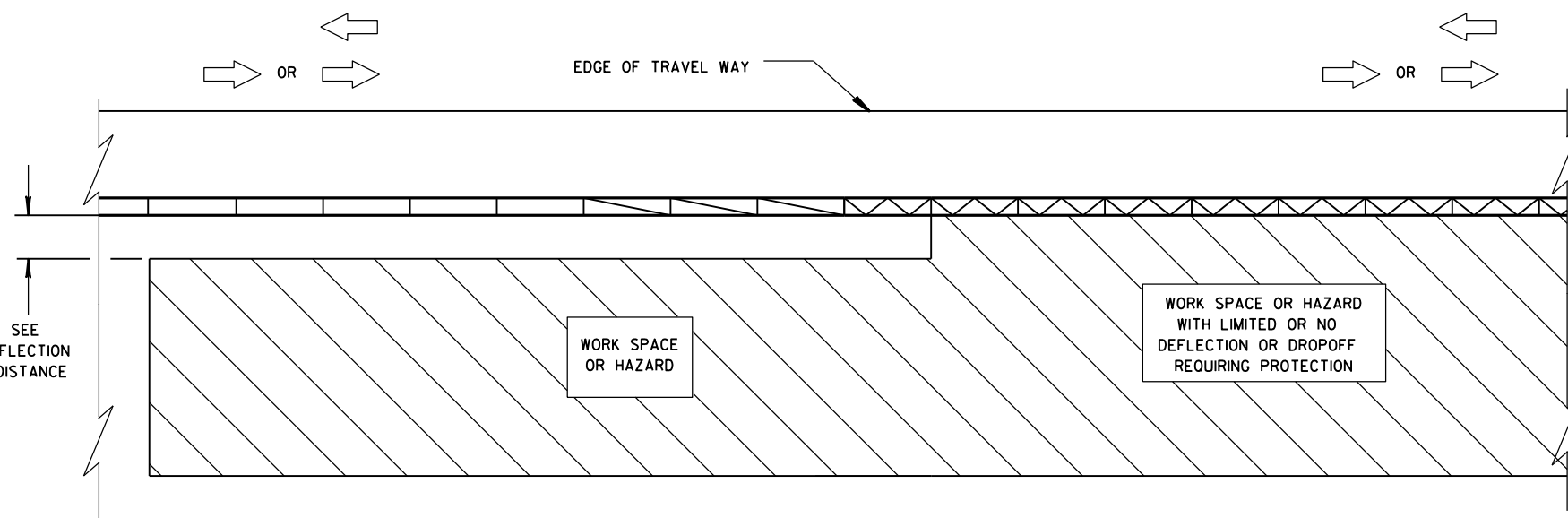
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SDD 14B8-b End Treatments and Transitions from Unanchored barrier to Anchored Barrier



**CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER
INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION**



**TRANSITION FROM FREE STANDING TEMPORARY BARRIER
TO ANCHORED BARRIER**

LEGEND

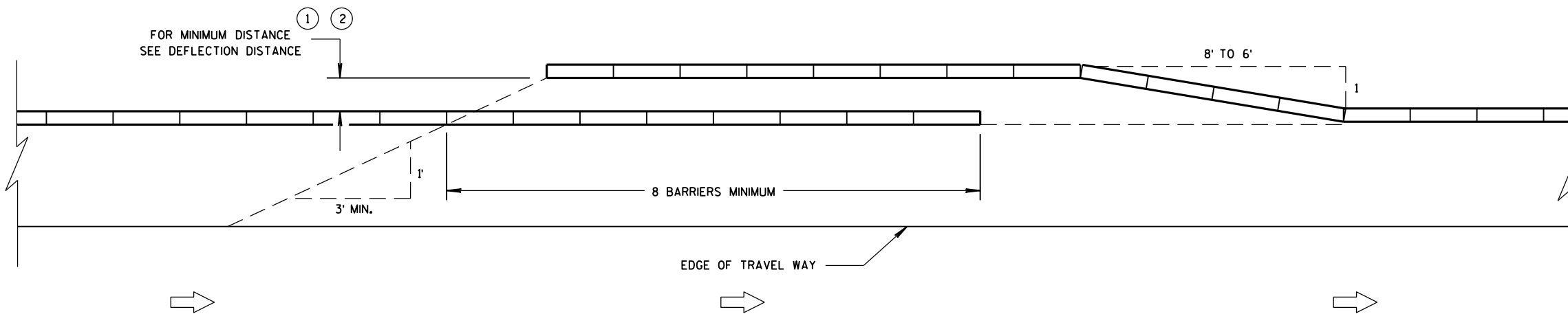
DIRECTION OF TRAVEL	
CRASH CUSHION OR SAND BARREL ARRAY	
SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS	
SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS	
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER	
PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET	
FREE STANDING TEMPORARY BARRIER	

**CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS**

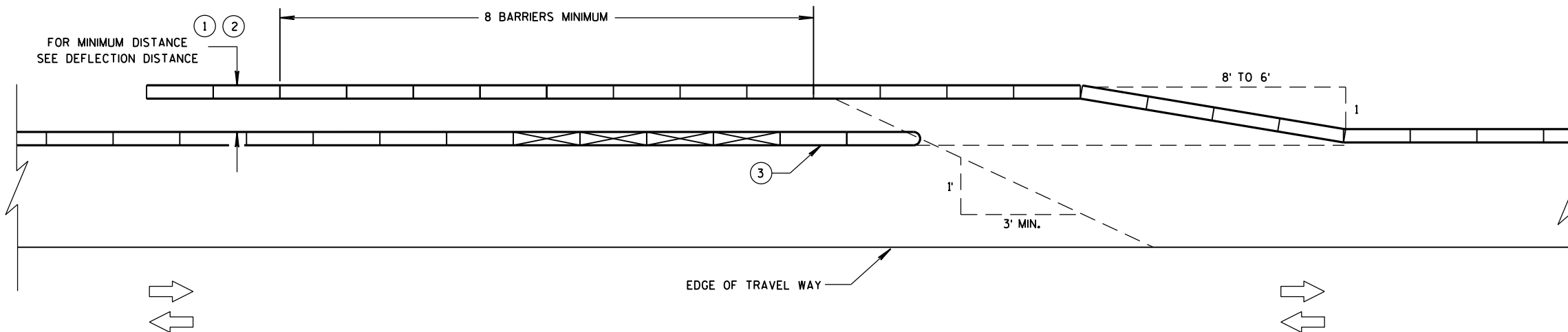
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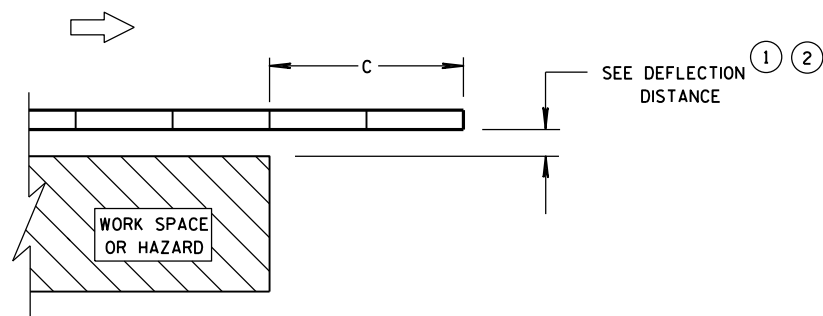
SDD 14B8-c Overlapping of Temporary Barrier and Temporary Barrier Downstream of Hazard



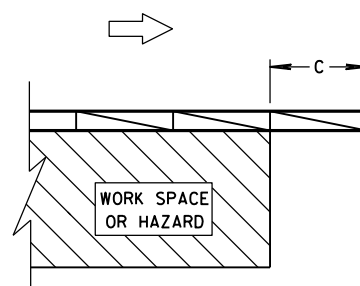
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER
DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER
DOWNSTREAM - ANCHORED

LEGEND

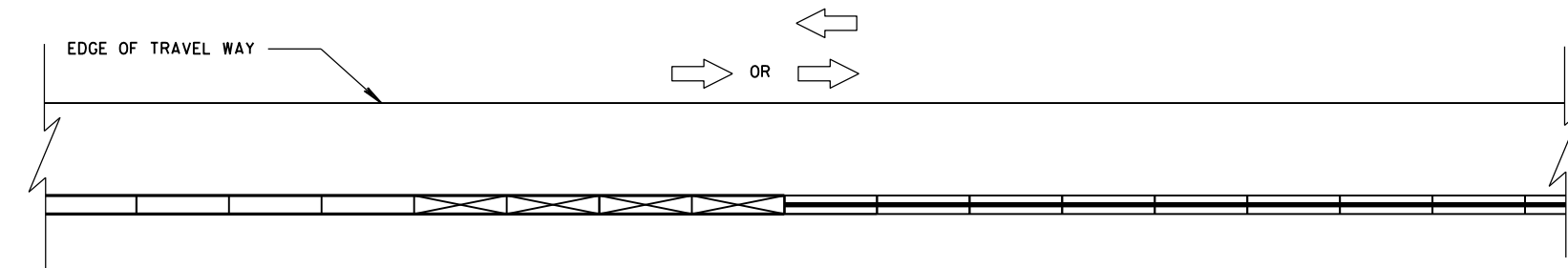
DIRECTION OF TRAVEL	
CRASH CUSHION OR SAND BARREL ARRAY	
SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS	
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PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET	
FREE STANDING TEMPORARY BARRIER	

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

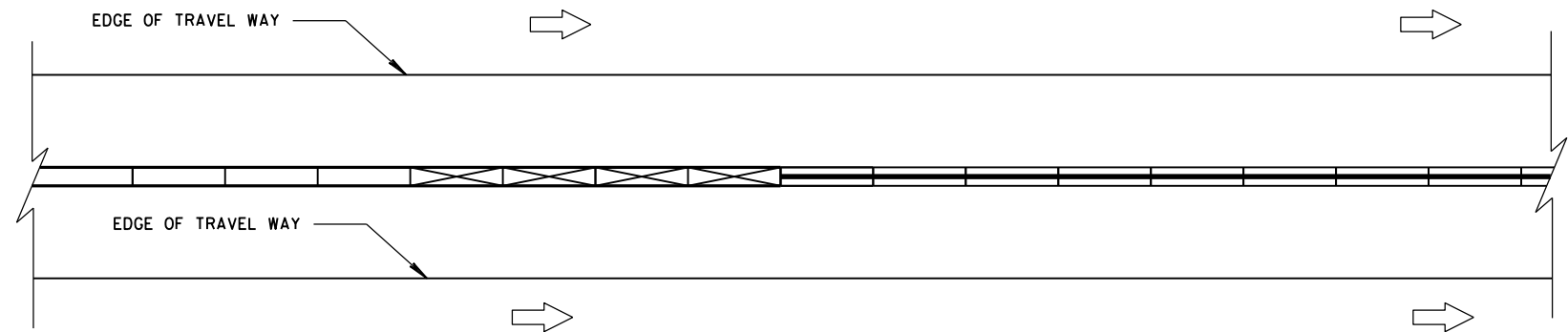
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SDD 14B8-d Connecting Temporary Barrier to Permanent Barrier and Overlapping Downstream Temporary Barrier with Permanent Barrier

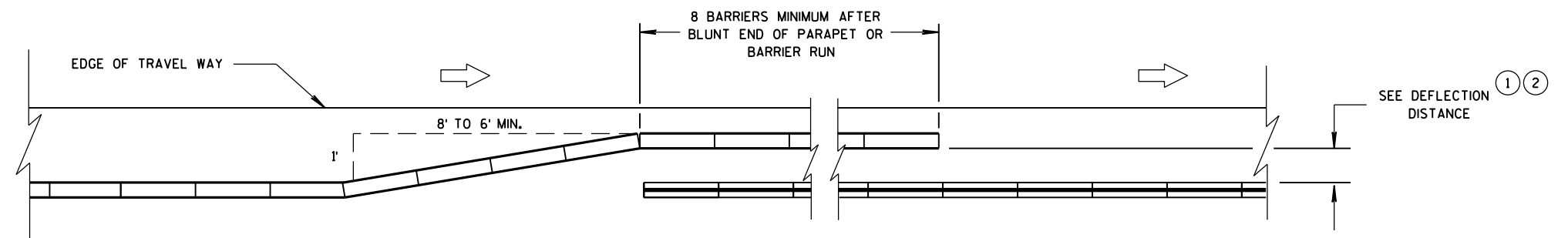


**CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE**

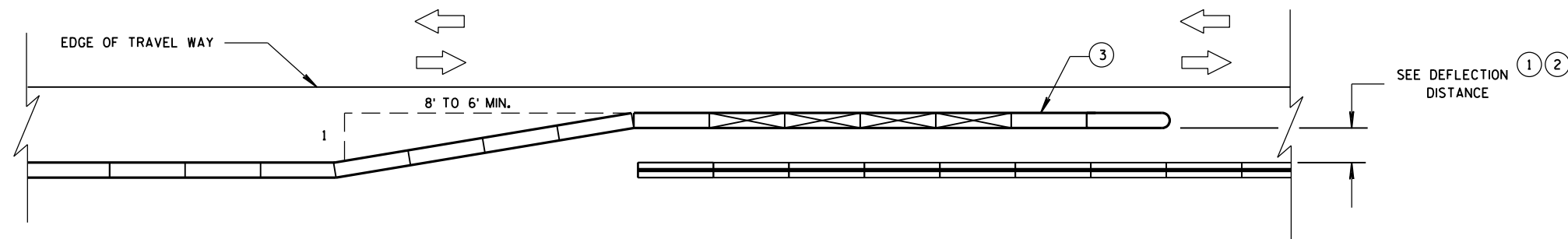


**CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES**

LEGEND	
DIRECTION OF TRAVEL	
CRASH CUSHION OR SAND BARREL ARRAY	
SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS	
SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS	
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER	
PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET	
FREE STANDING TEMPORARY BARRIER	



**OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC**



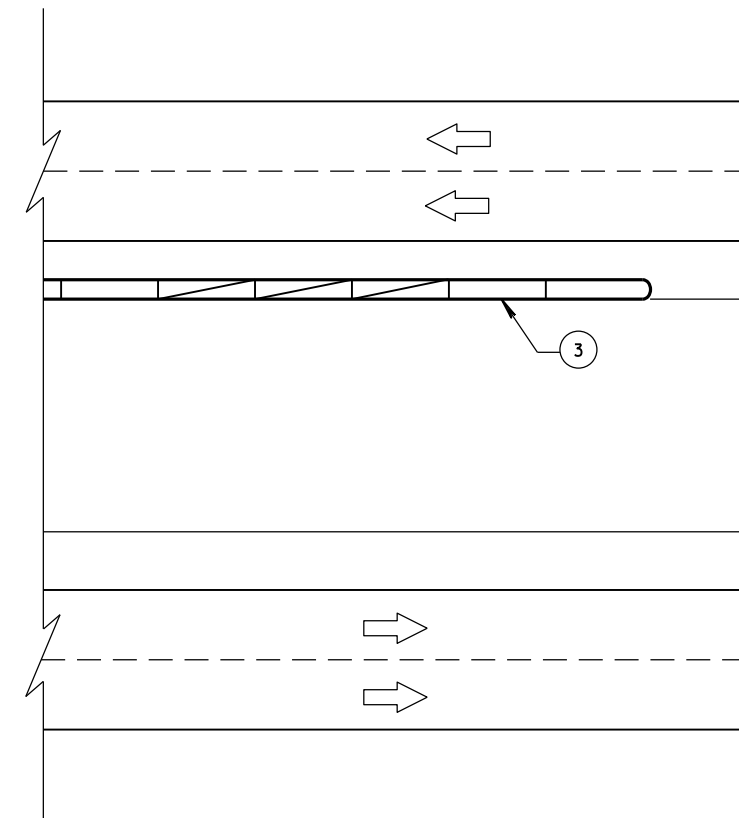
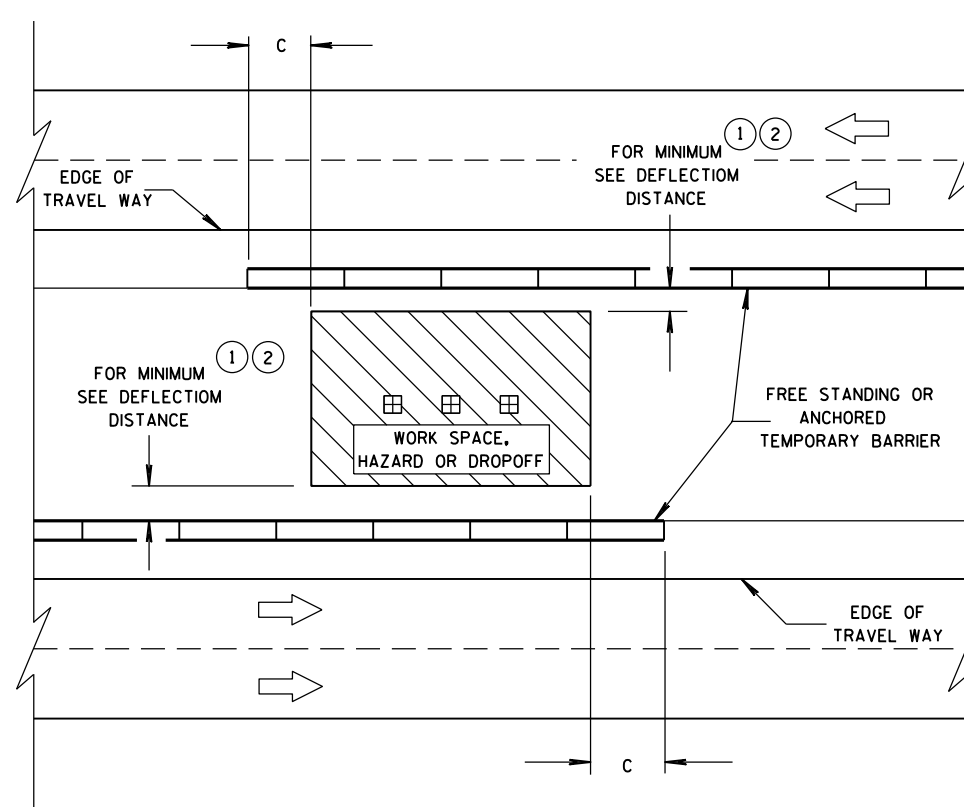
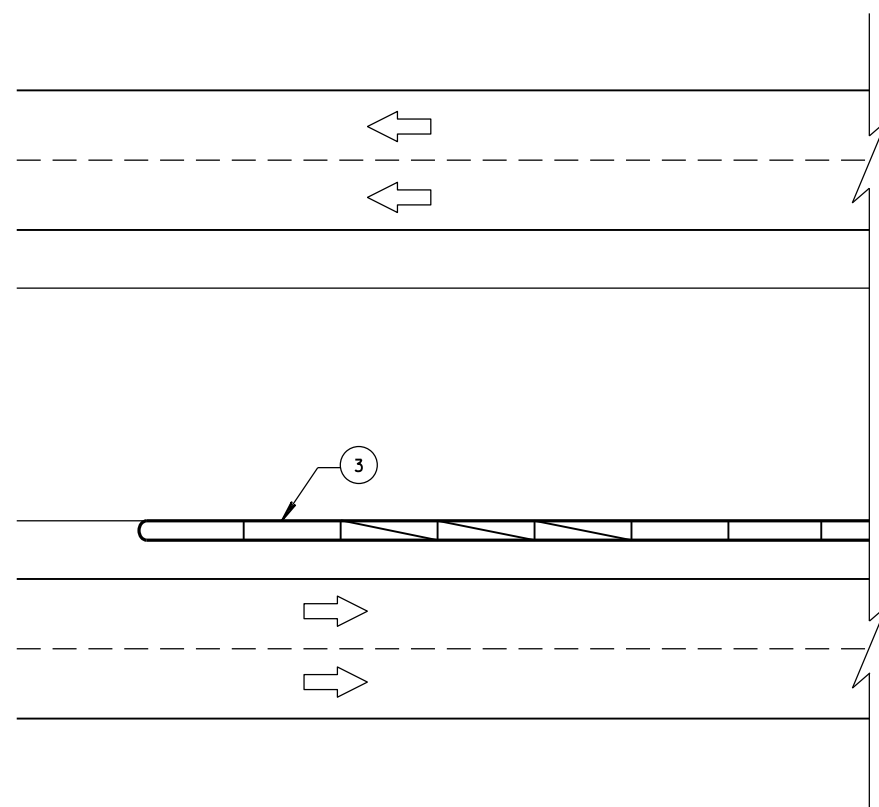
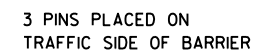
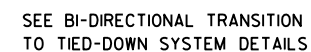
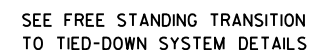
**OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC**

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DIRECTION OF TRAVEL



DIMENSION C TABLE

2

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100

S.D.D. 14 B 8-2e

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED	
June, 2015	/s/ Jerry H. Zogg
DATE	ROADWAY STANDARDS DEVELOPMENT
FHWA	ENGINEER

S.D.D. 14 B 8-2e

Crash Cushion/Sand Barrel Array and Other Temporary Barrier Layout Details**References:**[Standard Spec 603](#)[Standard Spec 614](#)[FDM 11-45-30](#)[FDM 11-50-35](#)[SDD 14B7](#)

MUTCD Chapter 6

[CMM 1-45.12](#)**Bid items associated with this drawing:**ITEM NUMBERDESCRIPTIONUNIT

Refer to items on SDD 14B7.

Standardized Special Provisions associated with this drawing:STSP NUMBERTITLE

NONE

Other SDDs associated with this drawing:[SDD 14B7](#)

Concrete Temporary Barrier (Required)

Design Notes:

Provide for proper installation of temporary barrier, crash cushions, or sand barrel arrays (e.g. length of need, proper deflection, approach grading...). Provide individual construction drawing detailing the installation of temporary barrier in locations where unique circumstances exist. Document locations where proper installation is not feasible in DSR.

Work space is not defined. Review MUTCD Chapter 6. Plans are to show that the proposed work can be constructed. As part of providing a constructible plan consider the need for a reasonable amount of room for equipment, materials, and labor.

When overlapping barriers, the desirable distance between barriers is equal to the offset for anchoring temporary barriers (see SDD 14B7). A minimum of 2 feet between barriers can be used on roadways with posted speeds of 55 mph or higher. On lower speed roadways 2 feet between barriers is desirable. Show offsets between temporary barriers of 2 feet or less on the plan. Additional grading or paving may be required to overlap barrier. Document when desirable offsets cannot be provided in DSR.

This SDD may impact quantities, layout, or potential staging of a project.

Contact Person:

Erik Emerson (608) 266-2842